

MONTANA AERONAUTICS COMMISSION



Volume 14, No. 6

August, 1963

NEW COMMISSION CHAIRMAN



HERB JUNGEMANN
Manager, Western Air Lines, Billings

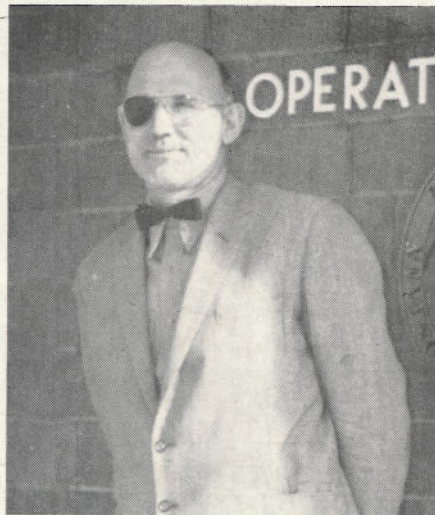
Mr. Herb Jungemann was elected Chairman of the Montana Aeronautics Commission at the regular meeting held in Helena on Thursday, July 12, for the fiscal year 1963-64. Mr. Jungemann is the Air Carrier member of the Commission and was appointed by the former Governor Nutter to a four-year term on June 23, 1961.

Herb began his career with Western Air Lines as a radio operator in Pierre, South Dakota. He advanced to station manager in Brookings, South Dakota in 1951, then became

Chief Agent at Casper, Wyoming in 1957. In 1958, Western Air Lines made him their Station Manager in Billings, Montana.

Herb is very active in civic and church affairs in the Billings area and resides with his wife Verla and their three children at 2615 Terrace Drive.

Clarence R. Anthony Reappointed To Aeronautics Commission



CLARENCE R. ANTHONY

Mr. Anthony has served on the Commission since 1959; and held the position of Chairman for the fiscal year 1961-1962. Clarence is ably qualified to represent "Education" on the Commission through a broad back-

ground in both fields, Education and Aviation. He has been a teacher in all types of aircraft for a total of 25 years, including 4 years as instructor at the State College in Bozeman.

Clarence began his flying career as an Army Air Force Cadet at Montana State College. During his service with the Army Air Corps he spent 33 months as maintenance instructor at what is presently Malmstrom AFB. For further advanced training Clarence attended the Bell Aircraft School in 1944.

Until recently when he became Supervisor of Technical Education for the Department of Public Instruction, Clarence instructed Mathematics at Helena High School and Power Plant and Aircraft in the High School Aeronautics Department.

Mr. and Mrs. Anthony reside at 514 Hayes Avenue, Helena, Montana.

Well-Known Montana Flyer New Appointee To Aeronautics Commission

Jack R. Hughes, representing the Flight Operators, was appointed to the Montana Aeronautics Commission by Governor Babcock for a term of four years.

Mr. Hughes attended schools in Missoula and obtained his college education at Montana State University.

Jack began his flying career in 1934, taking lessons from Dick Johnson. He continued to earn his ratings

(Continued on Page 3, Col. 1)

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of the
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COMMISSION**

Box 1698
Helena, Montana

Tim Babcock, Governor

Charles A. Lynch, Director

Herb Jungemann, Chairman
Gordon Hickman, Vice Chairman
Walter Hope, Secretary
E. B. Cogswell, Member
Clarence R. Anthony, Member
Carl W. (Bill) Bell, Member
Jack R. Hughes, Member



DIRECTOR'S COLUMN



Flight Plan Report

We are pleased to report that the Montana Pilot Flight Plan Service which authorizes all registered Montana pilots to place collect long distance telephone calls from their airport in Montana to the nearest Flight Service Station, has met with rather tremendous success in its first 75 days of operation.

The larger areas in Montana, being well served by the frequent placement of FAA Flight Service Stations, report little increase in flight planning over normal and not too extensive use of the collect phone call system. However, the Flight Service Stations in Missoula and Miles City, both serving a very large area of Montana rather remote from the flight service station locations, have reported a healthy 10-15 per cent increase in the number of flight plans filed and a tremendous ease in the handling of these flight plans. The

(Montana Pilot) Flight Plan Service was activated April 16, 1963, and during the remaining days of that month 43 flight plans for an approximate total toll charge of \$43.00 was experienced. This established a cost of \$1.00 per flight plan, which had been the initial projected cost of the Commission in operating this service. During the month of May, 146 flight plans were filed, at an average toll charge of 79¢. The month of June showed a healthy increase to 201 flight plans filed, at an average toll charge of 74¢.

This increase would indicate that the service is needed and appreciated, especially by pilots operating from remote areas where radio contact with a flight service station direct is not possible. There is, however, some evidence that a few of our registered Montana Pilots are "loaning" their Montana Pilot registration number to friends or other pilots not registered with the State for the purpose of filing these flight plans. The only possible saving to any pilot using the service as above mentioned is the \$1.00 annual registration fee required by regulation with the State of Montana. We sincerely hope that this practice will not break down the continued operation of the flight plan service. At the risk of "cornering" a phrase, we must say "Use It—Don't Abuse It—Or Lose It".

LOCAL SERVICE CARRIER 2 YEAR COMPARISON DATA

Authorized Point	AVERAGE Daily Passengers Originated	
	12 Months Ended March 31, 1962	12 Months Ended March 31, 1963
FRONTIER AIRLINES, INC.		
Billings, Montana	22.91	24.99
Glasgow, Montana	4.04	3.14
Glendive, Montana	1.39	1.32
Great Falls, Montana	4.98	5.93
Havre, Montana	1.51	1.24
Lewistown, Montana	1.56	1.98
Miles City, Montana	2.27	1.93
Sidney, Montana	2.37	2.59
Wolf Point, Montana	1.04	1.38
WEST COAST AIRLINES, INC.		
Cut Bank/Shelby	1.29	0.97
Great Falls, Montana	3.22	3.16
Kalispell, Montana	5.51	5.56

FEDERAL AVIATION AGENCY INSPECTION ITINERARY

Airport	August	September
Billings (Logan Field)	5-12-19-26	2-9-16-23-30
Bozeman (Gallatin Field)	15	19
Culbertson	14	
Glasgow		11
Great Falls (International)	8	12
Missoula	22	26

HALABY TO DEDICATE POLEBRIDGE AIRPORT

Najeeb Halaby, Administrator for the Federal Aviation Agency, in Washington, D. C., will be the main speaker in the Dedication Ceremonies at the Polebridge Airport on Sunday, August 18.

Mr. Halaby will do the honors at the Dedication in Idaho Falls on August 17th and will fly direct to Great Falls in the FAA's Jet Star, arriving in Great Falls approximately 1800. Russ Lukens, President of the Montana Pilots Association has made arrangements for Mr. Halaby to then be flown by private plane to McFarland's Quarter Circle MC Ranch where he will remain overnight.

Mr. Halaby has been a strong advocator of the smaller general aviation airports around the country for a number of years. As this will be the Administrator's first opportunity to inspect one of Montana's mountain recreational - area - type airstrips, the Montana Aeronautics Commission is extremely pleased and proud that he was able to make his Montana appearance at this time.

The Dedication Ceremonies will be held at 11:00 a.m. on Sunday then Mr. Halaby is scheduled to leave immediately for Great Falls where he will depart via the Jet Star for his return to Washington.

We wish to urge all Montana pilots and the general public to attend the Dedication ceremonies, enjoy this "beauty spot" of our State and take advantage of this opportunity to hear Mr. Halaby.



Good Reading

Mr. Operator: Have you seen "What It Costs to Slash Prices?" and "Should You Fly Your Own Plane?", reprints distributed by the Aircraft Sales Council of the National Aviation Trades Association.

The National Aviation Trades Association further announces the new addition of their popular sales aid for flight training entitled "Why, How, Where You Should Learn to Fly."



JACK R. HUGHES

**Well-Known Montana Flyer
New Appointee To
Aeronautics Commission**

(Continued from Page 1)

at the Johnson Flying Service and has been in their employ since 1940 with the exception of one year which he served as a flight instructor for the Air Force Primary Flight School at Corsicana, Texas. He was assigned Johnson's Chief Pilot in 1946.

In addition to holding the rating of commercial pilot, single and multi-engine land, Jack holds ratings in DC-2, DC-3, Ford 5, Gruman TBM, Instrument, Helicopter, and Flight Instructor, airplane and rotorcraft. He became the first licensed helicopter pilot in Montana in 1948. He is a designated FAA Flight Examiner in Airplane, Rotorcraft and Parachute Rigging.

Jack has proved his sincere interest in the Montana aviation industry by the capable execution of his office as President of the Montana Aviation Trades Association, 1963-1964.

Jack and his wife, Evelyn have five children, Dick, Linda, Bettina, Lisa and Bobby. The Hughes reside at 340 West Central Avenue, Missoula.

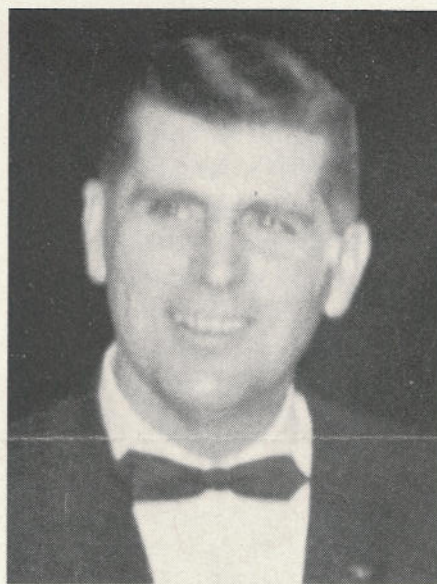
The ladder of life is full of splinters, but you never realize it until you begin to slide down.

1923, August 21. First official experiments in flying the mail by night over the first illuminated airway is undertaken by Post Office Department at Fort Crook.

1927, August 1. Clarence D. Chamberlain takes off from a specially built runway on the *Leiathan* and flies 100 miles to land, thereby demonstrating the feasibility of ship-to-shore mail service.

1932, August 25. Amelia Earhart Putnam completes the first nonstop transcontinental flight by a woman in a little over 19 hours. This flight from Los Angeles to Newark also sets a new long-distance flying record for women of 2,435 miles.

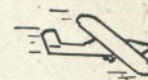
Munroe to FAA Academy



Upon completion of more than 2½ years of an active and intensive education and safety program for the Montana Aeronautics Commission, R. J. (Dick) Munroe, has accepted an assignment as Training Specialist in the Training Development Division with the Federal Aviation Agency Academy in Oklahoma City, Oklahoma. Dick terminated his activity as Safety and Education Officer for the Montana Aeronautics Commission on June 30, 1963.

During the last 2½ years, the Commission has inaugurated many new safety projects, and educational programs directly connected with the industry, which have been capably and energetically administered by Munroe's department.

Dick, his wife, Molly and their five children departed for Oklahoma City July 15, and, so we say, "Thanks again" and "Good Luck".



CALENDAR

August 14—Helena—Montana Aeronautics Commission meeting in Helena Offices.

August 16-17—Eighth Annual Michigan Small Race—99's Proficiency race sponsored by the Michigan Chapter of 99's Inc. All women pilots with private license or better are eligible. Contact Maisie Stearns, 3963 East E Avenue, Kalamazoo, Michigan.

August 17—Idaho Falls, Idaho—Radar Site Dedication with Najeeb Halaby at Hangar Flying Session. **10:00 a.m.** — Dedication Ceremonies (Radar site will be open to the public). **11:00 a.m.** — Hangar Flying Session with Mr. Halaby, FAA's Administrator. (Idaho, Utah, Wyoming, Montana, Oregon, Washington pilots are invited.) **Noon** — Chuck wagon lunch at the airport. **1:30 p.m.** — Continue Hangar Flying Session. **Evening** — Dinner for anyone wishing to attend.

August 18 — Polebridge Airport Dedication—Administrator Halaby of the FAA, speaker. Dedication Ceremonies at 11:00 a.m.

August 19-22—Regional FAA-MAC Airport Planning Tour of Montana.

August 25 — Augusta, Montana—Dedication of the new Augusta Airport.

August 31—Glasgow, start of Montana 99's Air Race—Route of race: Glasgow to Havre, Lewistown and Great Falls.

September 1 — Anaconda Fly-In Breakfast and Dedication Ceremonies —Edmund Harrison's new Anaconda Airport and Sky Lodge Motel. Breakfast from 9:00 a.m. till 12 noon with Dedication Ceremonies following. All flyers are urged to Fly-In; have breakfast, enjoy the ceremonies and inspect the facilities. Tie-downs available. UNICOM 122.8.

DO get a weather briefing before taking off on any crosscountry flight.

DON'T assume that the weather will be as it usually is, or recently was, or as you wish it to be.

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"Letters to the Director"

Dear Mr. Lynch:

As you know, we do not have an FAA station here, and it was with great pleasure today that I closed my flight plan from Salt Lake City by calling Missoula under your new flight program.

In the past we have been able to initiate or close flight plans through the sheriff's office here . . . Your new service will be much better than this; and I, for one, would like to thank you for establishing it.

Sincerely,
J. Austin Miller
Kalispell, Montana

Dear Sir:

We certainly have appreciated the use of the wonderful films on aviation that you lent us for school show. We all learned a great deal from each film. Thank you so much for the privilege of borrowing the films.

Sincerely,
Mrs. John Hashley
Big Sandy, Montana

Gentlemen:

Thank you for the Airport Directory, and I wish to compliment you on such a useful piece of equipment.

Sincerely,
C. Scott Gregg
Great Falls, Montana

Dear Sir:

I used to be registered in your state with the Montana Aeronautics Commission. I was stationed in Glasgow AFB. I used to hold registration number 482 in 1962. I have since been discharged in July, 1962.

I wish half of the state would have half as active Commissions as your state.

I am now in Florida outside of St. Petersburg. The reason I am writing you is to ask that you print in your monthly newsletter bulletin the following:

WANTED: One Private Pilot or higher to fly Stinson Voyager to St. Petersburg, Florida or Syracuse, New York. For information write Melvin R. Scarberry, 4741 Park Blvd., Pinellas Park, Florida, 33565. . . .

I hope and trust that you people are doing as good a job as you used to. I don't see how you can do any better. I do miss your state very much . . . Thanking you in advance.

Very truly yours,
(former member)
Melvin R. Scarberry

Wisconsin Native New Billings GADO Inspector



FRED W. LUENEBURG

Fred Lueneburg became General Aviation Operations Inspector in June for the Billings GADO replacing Bernie A. Geier who was transferred to Milwaukee.

Mr. Lueneburg attended school and took his mechanic and pilot training in Milwaukee, Wisconsin. He was a flight instructor with the Civil Pilot's Training and Cal-Aero Academy from 1940-1942. Fred flew for the Air Corps in the Air Transport Command from 1942 to 1946. In 1947 he went to work for the CAA (now the FAA); then became a fixed base operator in Spearfish, South Dakota until 1956. In 1957, Fred took the position of Airman and Operations Inspector with the FAA and before his transfer to Billings had been located in Wichita, Kansas and Milwaukee, Wisconsin.

Fred and his wife Clara, daughter Susan and son David, reside at 1631 Natalie, Billings, Montana.

AIRPORT NOTES



By **JAMES H. MONGER**
Chief, Airports Division

HAVRE: The airport reconstruction project at Havre is 95 percent



Jim Monger, Chief of Airports Division, MAC, presenting \$100,000 loan to Harold Ebaugh, Chairman of the Havre Airport Commission. Left to right: Bill Thornby, Morrison and Maierle, Helena; Larry Mahan, Supt. J. Birch Construction Company of Great Falls; Ebaugh and Monger.

completed. This \$210,000 project consisted of paving the east/west runway and parallel taxiway and apron. The Havre City-County Airport Board borrowed \$100,000 from the Montana Aeronautics Commission for their matching funds on this local, state and federal project.

WEST YELLOWSTONE: The construction on the new Yellowstone State Airport is now 18 percent completed.

DELL: A slurry seal coat job is now underway on the Dell runway. The runway will be cleaned of weeds, sterilized, cracks filled and sealed 5,000 feet by 150 feet.

ROUNDUP: A runway and taxiway seal coating project is now underway on the Roundup Airport. The Montana Aeronautics Commission made a loan of \$4,795.00 to the Roundup Airport Board for this project.

DILLON: The \$78,000 Administration Building on the Beaverhead County Airport is approximately 50 percent completed. The new Administration Building will house the Dillon Flight Service Station and have space for a Flight Operator and Airport Manager as well as a Pilot's Lounge and meeting room. It is expected that Dillon FSS will move into their new quarters in October. The Dillon building will be of brick construction with the east side, which faces the Airport, being mostly glass.

SWEETGRASS: New runway markers have been placed on the Ross International Airport Border Crossing Station at Sweetgrass, Montana. The turf runway is in good condition. The dirt taxi-strip has recently been regraded and is in excellent condition. Pilots are advised **NOT** to land on the taxi-strip as there is a power line on the east end.

BILLINGS: The Billing Airport Commission has had a loan approved from the Montana Aeronautics Commission in the amount of \$35,000. The loan will be used to finance an addition to the Administration Building at Logan Field.

BOZEMAN: Gallatin Field Board had a loan approved from the Montana Aeronautics Commission in the amount of \$14,000 to aid in the financing of a local, state and federal project. The project consists of extending their northwest/southeast runway of 6,500 feet.

SEELEY LAKE: The Missoula County Commissioners have made

application for a general aviation utility airport at Seeley Lake. The present airport at Seeley Lake is seven miles out of town and is inadequate. As a study has revealed it would be more economical to develop a new airport adjacent to town than it would to reconstruct the existing airport and preliminary engineering is now underway on the new location.

LEWISTOWN: The Montana Aeronautics Commission has approved a loan to the Lewistown Airport Board in the amount of \$40,000. The loan will be used to construct an addition on their Administration Building to house FAA's Flight Service Station. This project is still in the design stage.

HELENA: The Montana Aeronautics Commission has approved a loan to the Helena Joint City-County Airport Board in the amount of \$20,000. The loan will be used for the purchase of high speed snow removal equipment. They are now advertising for bids.

Comments On Pilot Reports

EARL F. ROBINSON

Aviation Forecaster

FAWS, Great Falls

This article is not intended to tell you something you don't already know. Its sole intention is to encourage you to send a report that may, someday, save someone else a lot of time and trouble.

When properly used from pilot to ground and back to the pilot, pIREPS are the best tool a briefer has. Taken where they will be used, by persons actually in a spot where weather is important, pIREPS can bridge the gap between stations as no other report possibly can; or as far as that goes, ever will.

Why then are so few pIREPS received for so many miles flown? Or more important, why are so few received for so many weather landmarks passed? Defining, a weather landmark as either the occurrence or non-occurrence of an event which may possibly affect the comfort or safety of aircraft flying the same route, such as cloud bases or tops, showers or lines of showers, turbulent air or smooth air, icing or no icing. One can easily name others.

The route of a pIREP in Montana is as follows: Pilot to flight service station (FSS), FSS to FAA teletype circuit "B" (the flight plan circuit), circuit "B" to Great Falls FSS to Great Falls FAWS (Flight Advisory Weather Service). FAWS assembles the reports, often positions them in relation to well known weather reporting stations and occasionally summarizes them when they can without detracting from their value and returns them to the Great Falls FSS. They are then transmitted on the weather teletype circuit from which all weather bureau and FAA stations can pass the information on to pilots.

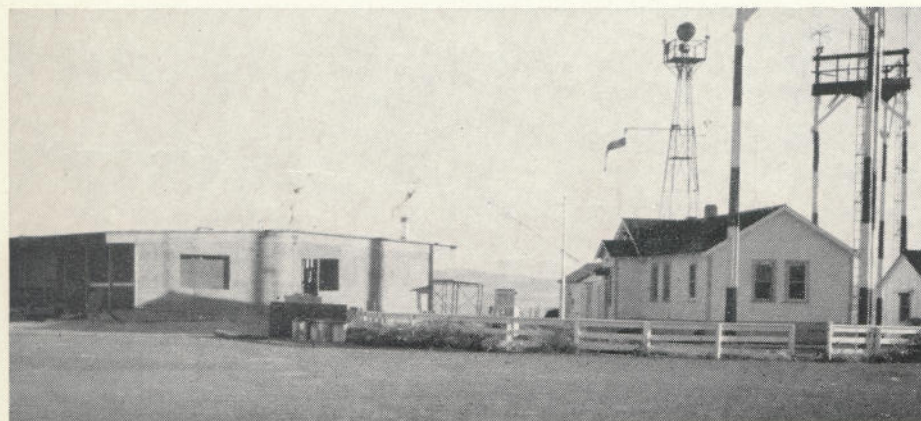
The most important step in the entire process is when the pilot keys his mike and makes the report.

Without trying to set up limits on what elements to report or how to report them, let me comment on the different types of reports.

There are some items which may be reported almost completely objectively such as locations of showers or thunderstorms, winds, wind shifts, cloud bases and tops which can be estimated quite accurately and are always important. Let me emphasize



Parking area and hangars at Havre Airport.



New Administration Building at Dillon Airport.

that we never get enough reports of cloud tops. Reports of low tops may indicate a route to "on top" X flights when conditions below are marginal. Light aircraft on instrument may like to know how high they must fly to get out of the clouds when icing begins to get uncomfortable. We know that visibility reports are not completely objective but they are certainly close enough to be useful. An accurate position report is always important and becomes essential when there may be marginal conditions along the route.

Turbulence and icing must be reported more subjectively. One pilot's "Moderate" may be another's "Light Chop". Light icing for one may mean "Do Not Go" for another. The determination of turbulence and icing intensities depends upon the pilot as well as his equipment. Severe turbulence reported by a J3 has kept few planes on the ground but when an Electra reported severe turbulence out of Billings last fall, one could almost feel the suction as planes from Cut Bank to Casper went back into the hangar. The same applies for icing but is noticed to a far lesser degree due to the smaller number of instrument pilots and instrumented planes. In addition, the larger aircraft often fly above the icing when it is expected. Again the location and altitude is important. Often seen, but seldom believed, is a report of turbulence between two widely spaced stations as if the entire route had the same turbulent condition. An example of a more useful report might read, "OCNL LGT TURBC BTN GGW AND LVM EXCP MDT 30 SW LWT 85 C172". In reporting the turbulence on a route the area of greatest turbulence is important. Frequently we see reports of an aircraft encountering turbulence up to a given altitude and then reporting smooth air at a high altitude. We have no quarrel with that. Keep it up. It indicates an altitude where one may fly in comfort which is certainly a reasonable desire.

To make pilot reports of turbulence as objective as possible, air speed fluctuations should be mentioned. A number of our local pilots have told me they find them to be in line with the subjective descriptions. The May issue of "Montana and the Sky" contains the turbulence defini-

tions and I suggest each airplane carry one where it is readily available to the pilot.

There must be a number of reasons to explain why any given pilot might not make a pilot report in any given situation. Possibly he made it through in a marginal situation from what he saw on the teletype and assumes others can do the same. That is no excuse as we've all seen times when one will go and one will stay and we can't really disagree with either decision. Maybe it wasn't as rough as the "Advisory to Light Aircraft" would lead one to believe. Why report when it expires in another hour anyway? Of course there is the chance it will be reissued and will be around to "Scare" needlessly for another four hours. And to quote from a Canadian Meteorological Publication "And Remember—A Report of fine weather is often just as valuable as a report on the bad stuff".

Maybe you are a little wet behind the ears and doubt your ability to report the weather accurately. You wouldn't have that ticket if you couldn't see as far as the altimeter and airspeed gauge and if you don't know where you are or where you are going, you'd better get on the air in a hurry! In brief, to those who give many reports, as well as those who give few or none, we need all we can get and even more. Who else is in a better position? They may appear to go unnoticed but the pilot who uses them certainly appreciates your effort.

Recently we had two pilots trying to fly the same route south. After the first had been off for a short time, the second appeared and we told him to wait a while and we'd know if it was VFR from the reports of the first. Two hours and half a dozen cups of coffee later the second took off, completely in the dark so to speak. He couldn't help but send reports now that he had seen how much good they can do.

Anyway, **YOU** would have.

WANTED TO BUY: 72" x 44" wood propeller for 65 HP Continental or comparable. Write to Ken Wendland, 512 North Second Street, Livingston, Montana.

FOR SALE: Piper J-3, 65 hp power, 1946 model; must be seen to appreciate — call for more details. Price reasonable or will take a pickup in on trade. Leo Schaefer, Cut Bank, Montana. Call 938-4332 days or call 938-2126 evenings.

Operator's Corner

Montana's Aviation Industry has a new operator in its corner as of July 8th, 1963.

OPERATOR: Thomas (Tom) S. Westall

OPERATION: Dillon Flying Service

LOCATION: Dillon, Montana

SERVICES: Gas-Oil-Charter-Flight Instruction-Rentals-Hangar facilities and Service with a Smile.

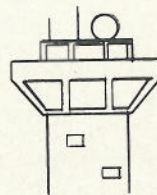


OPERATOR TOM WESTALL

HOURS: 24 hours a day.

Tom and his wife, Joan and son Dale, age 7, recently moved to Dillon from Belgrade where he was employed by the Gallatin Flying Service.

Tom is a graduate of the 1963 MAC-MATA Flight Instructors Refresher Course.



TOWER

OPERATIONS

MONTANA TOWER-CONTROLLED AIRPORT OPERATIONS

JUNE, 1963

	Total Operation	Instrument Operation
Billings	8353	691
Great Falls	6748	1083
Missoula	4577	259
Helena	3213	111

Federal Gas Tax Refund

Introduction: The Highway Revenue Act of 1956 increased the Federal excise tax on gasoline purchased on and after July 1, 1956, from 2 cents to 3 cents a gallon to help finance the new Federal highway program. Public Law 86-342 further increased this tax to 4 cents a gallon on all purchases made after September 30, 1959, and before July 1, 1961. Provision was made, however, for the Internal Revenue Service to refund these increases in the case of gasoline used other than as a fuel in highway vehicles registered for use on the public highways.

Definitions: Examples of such uses would be gasoline used in aircraft and motorboats and other vehicles and conveyances which are not of the highway type.

Gasoline lost or destroyed through spillage, accident, shrinkage, etc., is not considered to be "used" within the meaning of the law and a refund is not payable with respect to such gasoline.

Calendar quarter—means a period of 3 calendar months ending on March 31, June 30, September 30, or December 31.

When to Claim Refund: Refunds of gasoline tax may be claimed on an annual or quarterly basis, depending on the amount of the claim. The period covered by an annual claim begins on July 1 and ends the following June 30. If the refund allowable for each of the four calendar quarters of the one-year-period amounts to less than \$1,000, then only one claim may be filed for that year. The claim in this case should be filed on or after July 1, but not later than September 30, following that annual period.

Quarterly refunds may be claimed with respect to gasoline used during any calendar quarter if the allowable refund for that quarter is \$1,000 or more. The claim for each calendar quarter must be filed on or before the last day of the succeeding calendar quarter.

Who May Claim Refund: The ultimate purchaser of gasoline shall file the refund claim. If the gasoline has been used by a partnership the claim shall be made in the name of the partnership and signed by a member. A claim filed by a corporation shall be signed by a corporate officer.

What Form to Use: Internal Revenue

Service Form 843 shall be used in claiming this refund. Copies of this form are available at any Internal Revenue Service office.

Where to File: Claim Form 843 shall be filed in the same name and with the same District Director of Internal Revenue as you filed your latest income tax return (or in the case of a partnership, the latest partnership return).

Information to be Show on Claim: Claimants other than transit systems. The claim on Form 843 shall contain a statement showing:

(1) The total number of gallons of gasoline used during the period for which a refund is claimed, multiplied by the rate of refund allowable (1 or 2 cents, as the case may be).

(2) The purpose or purposes for which the gasoline was used and the amount used for each purpose. A listing of uses by general categories will be sufficient for this purpose.

(3) The name and address of the vendor or vendors and the total number of gallons of gasoline purchased from each.

(4) The internal revenue district in which you filed your last income tax return.

Records: It is not necessary to submit copies of vouchers or checks showing the purchase and payment for gasoline with respect to which a refund claim has been filed. However, claimants are expected to keep at their principal place of business such records as will enable the Internal Revenue Service to verify the accuracy of the amount claimed. No special form is required, but the records should establish (a) the total number of gallons of gasoline purchased during the period for which a claim for refund was filed, (b) the dates of such purchases, and (c) the number of gallons used for a purpose which will qualify the gasoline for a refund. It is important, however, that your records show separately the number of gallons of gasoline used for a purpose which will qualify for a refund as described.

Examination of Books and Witnesses: For the purpose of ascertaining the correctness of any claim or the correctness of any payment made in respect of a claim, the representative of the Internal Revenue Service are authorized to make an examination of books and witnesses as if the claimant were the person liable for tax.

Reprinted from Internal Revenue Service Publication—No. 378 (Rev. 2-60).

FLYING FARMERS AND RANCHERS' NEW QUEEN



QUEEN MARY JONES

At the Spring meeting held in June, the Montana Flying Farmers and Ranchers crowned Mrs. Warren (Mary) Jones their new "Queen". Bob Palmersheim of Lynch Flying Service presented the Cessna Queen trophy to Mrs. Jones.

The new Queen and her husband live on a 20,000 acre cattle ranch at Harlowton and have three children, Pamela, 14; Bill, 12; and Bob, 8.

In addition to her participation with the Flying Farmers, Mary is extremely active in civic affairs including the Presbyterian Church, PTA, Girl Scouts and is a member of the Library Board. Her other activities include membership with the Cowbells, the Republican Women's Club and the Treasure State Girl Scout Council.

Mrs. Jones' sentiments that "Flying Farmers promotes good will, an intelligent exchange of ideas among farmers, opportunities to fly and wholesome fun for the entire family", is one example why she will represent the Montana organization at their National Convention in Rapid City, South Dakota, August 4 to 9.

Aviation Mechanic Safety Awards

Objective: The Aviation Mechanic Safety Award will give recognition "TO THE AVIATION MECHANIC MAKING THE OUTSTANDING CONTRIBUTION TO AIR SAFETY BY MAINTENANCE PRACTICES."

This is a national effort on a continuing basis (annually), to provide a means by which the aviation mechanic and others may recognize the measure of his achievement. This award will focus attention on the importance of safety in aviation maintenance.

Number of Awards:

a. State. There will be a total of 50 awards on a state level with one award in each state for the GENERAL AVIATION MECHANIC winner. If a winner is located in Puerto Rico, an additional award will be made. State general aviation mechanic winners become competitively eligible for the general aviation regional awards. (Air carrier awards will be handled on a regional basis only, due to air carrier headquarters geographical locations.

b. Regional. There will be a total of 14 regional awards with two awards, one air carrier and one general aviation, in each of the seven FAA regions. Regional winners become competitively eligible for the national awards.

c. National. There will be a total of two national awards composed of the grand national winner in each phase (one air carrier and one general aviation). The grand national winners will be selected from the 14 regional winners.

Type of Awards:

a. State Winners. State trophy plus trip to State Capital for official presentation.

b. Regional Winners. Regional trophy plus trip to FAA regional headquarters office for official presentation. General aviation regional winners are selected from state winners.

c. Grand National Winners. Suitably engraved plaque plus transportation to and from Washington, D. C., for two, plus a 2-day stay (subsistence paid), to include possible visits with their Congressional Representatives, the FAA Administrator, and possibly the President. Grand national winners will be selected from regional winners.

d. In addition. (1) Each winner will receive a certificate of recognition for his contribution to the promotion of safety and progress in the aviation industry. (2) If the winner holds an FAA mechanic certificate, a gold metalized reproduction, wallet size, of his certificate will be awarded.

Award Objectives. Two guidelines (objectives) for the selection of winners have been established:

a. "For the suggestion of a design or "improvement" to an aircraft or any of its components, that led to, or resulted in, **increased reliability and/or safety.**"

b. "For the suggestion or development of a maintenance and/or inspection procedure that **contributed significantly to safety in aviation.**"

Eligibility for Consideration:

Nomination

a. Nominations for the awards may be made by any person having direct knowledge of the aviation mechanic's contribution to "Air Safety by Maintenance Practices". Nominations should be made on the appropriate form and submitted to the nearest FAA district office having jurisdiction over the area in which the mechanic is employed. Personnel supervisors or other knowledgeable management personnel of the facility where the mechanic is employed may make the nomination.

b. Winners will be selected without regard for race, creed, color, or sex.

c. Internationally employed nominees will be eligible if citizens of the United States.

d. Repairmen, authorized inspectors (AIs), designated mechanic examiners, and parachute riggers are also eligible for nominations. Aviation mechanics actively engaged or employed by aircraft, powerplant, or accessory manufacturers as aviation mechanics performing "flight line" duties are eligible for nomination.

e. Employees of the Federal Aviation Agency and the Flight Safety Foundation are not eligible to compete.

f. Contributions developed prior to the year 1962 will not be considered since this is an award program to recognize current development and contributions.

Yearly awards will be made for developments and contributions made for the prior calendar year (i.e., calendar

year 1963 awards for calendar year 1962 contributions).

g. In case a mechanic has previously obtained a patent on his safety contribution and is receiving remuneration he is eligible to be considered if developed within the year acknowledged by the award.

h. A contribution developed by the cooperative efforts of more than one person will be judged accordingly. Duplicate awards will be granted in this case.

Screening and Selection of Nominees:

a. Screening and selection of winners of all awards will be made by a committee of prominent aviation maintenance personnel whose place of business is located within the boundaries of the particular region, together with FAA personnel.

b. The contribution must be an original contribution and must qualify as a significant contribution in order to retain the value of the award.

c. In general, the contribution should be important to civil aviation, or if a military development, one that could be applied to the civil aviation field.

d. The contribution should be clearly attributable to the person nominated.

e. The considerate interest of a nominee to aviation safety by maintenance practices is a guiding criterion, i.e., his imagination and contribution to working beyond the requirements of his job to direct his efforts to safety in aviation on his own initiative.

f. The contribution should have relatively broad application to the aviation field.

g. The same screening procedure for nominee forms at all levels (state, regional, grand national) will be followed.

h. A nominee form not selected for award may be reconsidered by a letter of request to the nearest FAA Regional Office made by the person submitting the nominee form in question.

Implementation of the System—Schedule of Events (1963)

July 1—Nominations open (state-regional).

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July—The nominee forms are continually submitted.

August—FAA offices will collect, compile, collate nominee forms submitted through September 1, the

closing date for submission of nominee forms.

September—Selection of state winners by September 30, 1963.

October — State awards presented October 15, 1963. Regional winners will be selected and awarded during October; exact date to be announced.

December—Grand national awards presented; exact date to be announced.

CONGRATULATIONS!



CERTIFICATES ISSUED RECENTLY TO MONTANA FLYERS

Rundle, Steven K., Glasgow—Student
Houghton, Clarence R., Glasgow—Student
Dadner, Charles D., Billings—Student
Anderson, Thomas L., Big Timber—Private
Foeste, Arthur A., Billings—Private
Odegard, Paul N., Billings—Student
Jelson, Thomas A., Powell, Wyo.—Student
DuPree, Lois D., Billings—Private
Reilly, Earl J., Lewistown—Student
Thompson, Vernon E., Jr., Sidney—Commercial
Emmett, Dorman F., Billings—Commercial
Vaughan, George D., Billings—Student
DeGroat, Charles H., Billings—Commercial
Lyons, Leslie L., Billings—Private
Tolbert, James L., Billings—Student
Kromminga, Oliver W., Jr., California—Private
Suta, Henry A., Glasgow—Private
Rundle, Robert B., Glasgow—Student
Powers, Walter A., Oregon—Student
Derr, John H., Wolf Point—Student
Celander, Laurel R., Wolf Point—Student
Blevins, Walter R., Glasgow AFB—Mechanic—A
Rasmussen, Norman W., Culbertson—Mechanic—A
Fradet, John D., Sheridan, Wyo.—MEL on Comm.
Love, John A., Sheridan, Wyo.—MEL on Private
Lynn, Billie Y., Powell, Wyo.—Student
Craig, Robert R., Billings—Student

Bruckner, Richard A., Glasgow AFB—Comm. and MEL
Brensdal, Barbara V., Columbus—Student
Tanner, Richard L., New York—Student
Artz, Donald E., Billings—MEL on Comm.
Bain, Douglas C., Jr., Mississippi—Student
McKenzie, Darryl T., Lewistown—Private
Keilman, Gail J., Miles City—Basic Gr. Instr.
Craig, Thomas W., Billings—Student
Wright, Charles D., Billings—MEL on Comm.
Hinkle, Donald L., Billings—Student
Payne, James S., Great Falls—Instrument on Comm.
Boyce, Hunter H., Billings—Student
Cochran, David G., Alaska—Adv. Gr. Instr.
King, Ervin E., Billings—Private
Scheele, Karl H., Seattle—Student
Rountree, Joseph R., Glendive—Student
Reinhart, William R., Billings—Flight Instr. and Comm.
Costin, Theron L., Havre—Student
George, Ronald L., Choteau—Student
Briggs, John S., Dell—Student
Green, Norman S., Missoula—Student
Kearns, David T., Townsend—Student
Bienerth, Martin R., Willoughby, Ohio—Student
Hopkins, Ben B., Helena—Student
Plaggemeyer, Thomas L., Missoula—Student
Ruppel, Roger D., Bozeman—Private
Brown, Murry J., Jr., Lodge Grass—Private
Hudson, Dale A., Eureka—Student
Lucken, Sumner G., Great Falls—Private
Owen, Maurice L., Missoula—Comm. and Multi., TBM
Briggs, John W., Dell—Private
Miller, John L., Great Falls—Student
Watson, James S., Missoula—Student
Tynes, Walter E., Jr., Great Falls—Student
Buchanan, John D., Great Falls—Private
Schiedel, Gerald F., Great Falls—Private
Koelzer, Alfred L., Bozeman—Student
Hudson, James R., Helena—Private
Schul, William E., Deer Lodge—Student
Jacobs, John C., Jr., Great Falls—Private

Johanson, Ernest O., Missoula—Private
Nulton, John H., Middletown, Penn.—Private
Muzzana, Jack R., Black Eagle—Private
Starling, Richard H., Great Falls—Student
Hale, Edward R., Big Timber—Private
Dechow, Ernest W., Helena—Student
Munroe, Richard J., Helena—Comm. Instrument
Smith, David C., Missoula—Student
Mosley, Billy E., Havre—Student
Reid, William A., Great Falls—Student
Baze, Charles B., Missoula—Private
Van Camp, Milton L., Missoula—Private
Flynn, James J., Helena—Private

MAC RECORD LIBRARY

The Montana Aeronautics Commission proudly announces that they have recently purchased seven recordings of Jeppesen Aviation Training Courses.

Available to schools and pilot groups, these recordings are Hi-Fi, 33 $\frac{1}{2}$ rpm and come complete with technical manuals, charts, maps and handbooks. They are authentic in every detail being actually recorded in the air, revised, edited and checked by qualified ATR pilots, leading ground and flight instructors and FAA specialists.

Each recording gives a complete course of instruction both audible and visual. They are as listed:

"Tower Communications" — Takes the mystery out of aircraft radio communications with its recorded pilot-control tower operator conversations. Here are the fundamentals of traffic pattern language — the language of taxi instructions, landing and takeoff directions, and even the recording of an actual emergency in flight. This album presents the simplest method yet devised for learning how to communicate by radio with the control tower.

"ATC Clears" — is a highly effective training aid in learning how to copy air traffic clearances quickly and efficiently and mastering the Morse code. One side contains 43 Instrument Flight Rule clearances, starting slowly and becoming progressively faster and more complex. The second side consists of seven

complete Morse code lessons especially tailored to the needs of pilots. Included is a complete 20 page manual.

"Theory of Flight" — story of aerodynamics in simple understandable language. Here at last are the answers to all those perplexing questions about flight. Learns the whys and wherefores of aircraft behavior — how a plane really flies, turns, stalls, etc. You'll be a safer pilot after listening to this exciting recording.

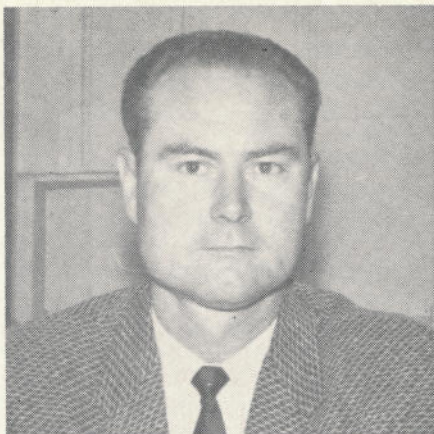
"Los Angeles to New York VFR" — exceptional coverage of everything a pilot needs to know for the successful planning and execution of any VFR cross country flight, including landing problems at nine major air terminals, all types of weather conditions and turbulence. A huge "trip workbook" showing meteorological reports, airport diagrams, and Jeppesen charts covering the route of the flight.

"In Radar Contact" — offers 50 minutes of unusual in-flight situations recorded in the New York area. You'll hear aircraft being vectored to an omni fix while another aircraft is passing through the same area; aircraft being vectored around thunderstorms and precipitation cells, and many other interesting communications involving the use of ground radar. Recorded as it actually happened, this album is extremely informative.

"On Course, On the Glidepath" — is a recording of the reception of low-frequency radio-range signals; marker beacons; omniranges; and ground, tower, and approach control communications. One highlight is a realistic GCA radar approach at Los Angeles International Airport. This is designed primarily for the student or commercial pilot, however, everyone who flies will find it both instructive and fascinating listening.

"Instrument Flight" — takes you for a cross-country instrument flight from Los Angeles to San Francisco. As you listen you learn what a well-planned and professionally executed instrument cross-country flight is really like. To help you follow the flight, each album contains a complete Jeppesen radio navigation chart and manual, with filled out flight plan and flight log, weather reports, winds aloft, terminal forecasts, etc., an a glossary of terms used in the text.

Flight Standards Service For FAA Inspectors



LEE C. MILLS

FAA General Aviation Inspector
Helena, Montana

Today let's briefly discuss aircraft alterations. As this is such a broad complicated section of our work it can't be thoroughly covered in an article of this nature, however I will try to stimulate your interest.

An alteration to the aircraft or engine is any modification which may result in unsatisfactory flight characteristics or affect the structural integrity of the aircraft, engine or any of the components or systems.

These alterations, or modifications, are subdivided into two areas, **MINOR** and **MAJOR**:

Examples of **MINOR** alterations would include those items listed in the aircraft specifications as items of optional equipment if approved for that aircraft, and manufacturer's kits which have been approved by the FAA or a designated engineering representative even though not listed in the aircraft specifications. Examples of these kits may include radio transceiver kits, rotating beacon kits, cigar lighters, landing light kits, etc. A "kit" must be supplied by the aircraft manufacturer, and must include instructions for installation.

MINOR alterations must be accomplished by, or under the supervision of, an appropriately certificated mechanic. He has the authority to inspect the installation and return the aircraft to service after the proper entry has been made in the aircraft records, the weight and balance data revised if necessary, the items installed added to the equipment list and, if applicable, revisions made to

the operating limitations. The operating limitations are in the form of instrument markings, placards and listings therefore an installation that would alter the cylinder temperature marking for instance, or the fuel operating pressures, would require that the instruments be remarked.

MAJOR alterations are those other than **MINOR** and include items of a more complex nature or possibly those which have been approved under a different procedure such as the Supplemental Type Certificate program. **MAJOR** alterations must be accomplished by or under the supervision of an appropriately certificated mechanic, the aforementioned paper work accomplished, and **in addition** a repair and alteration form FAA-337 partially completed. The installation and paper work is presented to an authorized inspector (AI) or if done in a repair station to the chief inspector of that station, or to an FAA inspector who will inspect the installation, complete the paper work and return the aircraft to service.

As we mentioned before the alteration must not only be structurally adequate, but also must not affect the integrity of any of the aircraft components such as flight controls, engine or landing gear, or any of the systems such as fuel, electrical or navigation. If an electrical alteration has been made it is necessary that the mechanic conduct tests to determine that the additional equipment does not exceed 80 per cent of the generator capacity. An electrical wire installed near the magnetic compass may cause the deviation to change, therefore, a new compass card would be completed.

We have a second **MAJOR** alteration area we work with in the field which are those not done in accordance with approved data. An AI or repair station may not approve these alterations nor return the aircraft to service. The installation data is submitted to the nearest FAA inspector who will evaluate it or conduct an inspection prior to returning the aircraft to service. If the inspector feels that the alteration does not meet the FAA field approval guidelines he will request the owner or applicant to submit an application for Supplemental Type Certificate. This application is processed by our Kansas City regional office engineering specialists and due to their work load

some delay may be involved. For this reason it is always suggested that the data for a MAJOR alteration which has not had prior approval be submitted in advance of the actual modification to the aircraft.

The Certificate of Airworthiness stipulates that it will remain in effect as long as the aircraft is maintained in accordance with Part 43 of the Civil Air Regulations. Part 43 requires that an aircraft be maintained in accordance with Part 18 which stipulates that no aircraft may be returned to service after alterations have been performed unless performed, inspected and approved by appropriately certificated personnel.

To help the mechanic do a good job, present the complete aircraft file with the aircraft when it goes to the shop even for that "little" job. After it is done check with him to see that the weight and balance information, the equipment list or operating limitations have been revised if necessary, and form FAA-337 completed if it is required. This is particularly important if you are on a trip as your mechanic back home may hesitate, and rightly so, to sign off someone else's work when you get back.

Remember, the aircraft is being returned to service if it is flown, therefore the job should be completed when it rolls out of the hangar door.

If you have any questions regarding a particular problem, procedure or definition, please do not hesitate to contact your local maintenance inspector.

Notice From The Industrial Accident Board

The Industrial Accident Board has reviewed last year's experience under the aviation classifications and have come up with two rate reductions.

The premium income in the Aircraft Operation classifications has been too small to give a true picture. The Industrial Accident Board has been accepting payroll division on pilots, which means that the board has been assessing the pilots rate only when the pilot is in the air and as long as his ship's log gives the true picture of this time.

The two changes made were under codes 7422 and 7431. The reduction there was from \$4.50 to \$4.00. This is the only change to be expected for another year.

POSTFLIGHT INSPECTION

Any pilot worthy of the name knows the importance of a good preflight, but too often he is a total stranger to its close cousin—the postflight. No flight is truly completed until proper care of the aircraft has been completed. No regulation covers the postflight inspection, but good sense does. When you leave the aircraft, the safety of the next pilot to fly it may depend upon you—and that pilot may be you.

It is poor form to taxi up and leave the airplane in front of the gate or hangar for the airport operator to take care of. Either park it yourself or make arrangements to have it done and be sure proper postflight procedures are followed:

1. First, park into the wind if there is a choice. Tie the airplane down and insert chocks both in front and in back of the wheels. Be sure to release the brakes after chocking; brake systems sometimes lock as a result of fluid expansion, causing serious trouble later. Install approved gust locks and put the pilot cover in place.

2. Record and arrange for correction of any in-flight discrepancies. Small items corrected immediately will save time and trouble later. Be sure you also record the flight time so that an accurate record is available for periodic maintenance.

3. Service all fuel tanks and top off the oil to minimize condensation.

4. Put maps, charts and other objects in their proper place in the cockpit. Loose article can cause accidents.

5. Close all windows and lock the aircraft. At many airports, violators are subject to fines. It is also excellent theft protection and it may save someone's life. At an isolated airport recently, two small children suffocated after entering an unlocked small airplane from which they couldn't get out.

6. If aircraft is to be hangared, be sure the hangar has adequate fire protection and check for birds. Birds not only build nests in critical airframe and engine areas, but their droppings impair aircraft surfaces.

7. As a final step, before you leave the airport let someone know where you may be contacted. And don't forget to close your flight plan.

A good postflight, like a good preflight, is safety insurance. Its cost is a little time and thought.

PREREQUISITES TO WRITTEN EXAMINATIONS

It is proposed to amend Part 61 of the Federal Aviation Regulations (14 CFR Part 61) by adding a new 61.20 to read as follows:

61.20 Prerequisites for written examinations.

(a) To be eligible for any written test required by this Part, except those required by 61.31 and 61.33 an applicant must:

- (1) Present satisfactory evidence of completion of a college or high school ground school course or an FAA-approved ground school course on the matters to be tested; or

- (2) Present evidence that he has soloed an aircraft, if applying for a private pilot certificate; or

- (3) Hold at least private pilot certificate or have at least 50 hours of flight instruction and solo flight time, if applying for a commercial pilot certificate, flight instruction certificate, or instrument rating.

(b) No person may apply for a written test for a certificate or rating if:

- (1) He already holds that or a higher certificate or rating; or

- (2) He has already passed that written test, unless the Administrator or an applicable regulation requires it.

These amendments are proposed under the authority of sections 313(a), 601 and 602 of the Federal Aviation Act of 1958 (72 Stat. 752, 775, 776; 49 U.S.C. 1354(a), 1421, 1422).

Note: Interested persons are invited to participate in the making of the proposed rule by submitting written data, before August 26, 1963.

A HORRIBLE THOUGHT

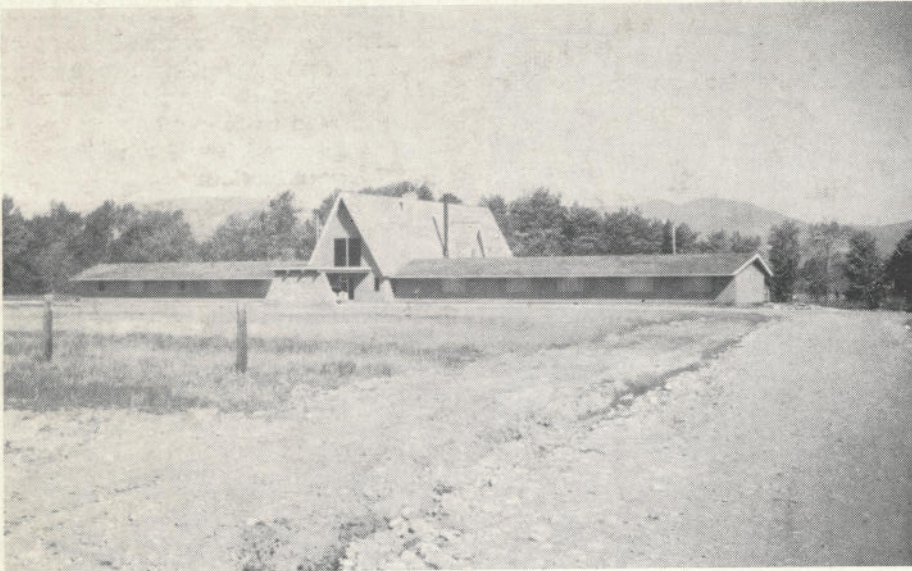
The good old days
If the truth were told
Were good because
We weren't quite so old.

THE STARS IN THEIR COURSES

I'll bet the stars don't give a hoot
How many satellites we shoot,
Or if they do, I'll also bet
We haven't scared them badly—yet!

DID YOU KNOW THAT: . . .
Weather scientists say that at any given moment some 1,800 thunderstorms are occurring somewhere in the world.

SKY LODGE — ANACONDA



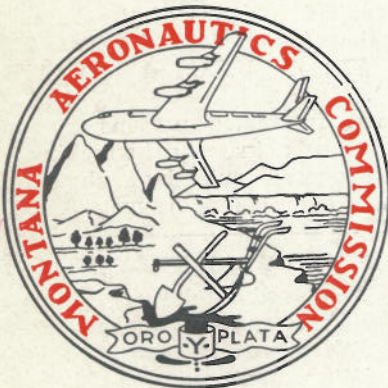
The opening and dedication of Mr. Edmund Harrison's new Anaconda Airport and Sky Lodge Motel will be held on September 1. The Airport and motel is located 3½ miles northeast of Anaconda on the Warm Springs Highway (No. 48). Airport has a 4,000 foot NE/SW runway with a large parking apron near the motel. Tie-downs and gasoline (80 and 100 octane) are available. UNICOM—122.8.

A Fly-In Breakfast will be held from 9:00 a.m. until 12 noon with the dedication ceremonies following. All flyers and the general public are cordially invited to attend. We are sure all pilots will join in offering congratulations to Mr. Harrison for a superb aviation development.

MEMBER

NATIONAL ASSOCIATION OF STATE AVIATION OFFICIALS

PURPOSE:—"To foster aviation as an industry, as a mode of transportation for persons and property and as an arm of the national defense; to join with the Federal Government and other groups in **research, development, and advancement of aviation**; to develop uniform aviation laws and regulations; and to otherwise encourage co-operation and mutual aid among the several states."



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HELENA, MONT.

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